

**For the Farm.****GOODFEEDING VS. HIGHFEEDING**

A fat dairy cow is not what the dairyman is after, writes a correspondent of the American Cultivator. If the cow keeps in good health it is to his interest to feed her only as much as will be turned into milk and butter and support life easily. High feeding beyond the normal then produces waste for the dairyman. Much of it is turned into useless fat, which can only be realized on by selling to the butcher. There is another harm frequently resulting from too high feeding. The system becomes so highly taxed that the digestive apparatus is injured and soon becomes unable to perform its work properly. Much of the food is then cast into the blood improperly, and it is distributed over the whole system. The blood becomes poor, hot and feverish, and other organs are gradually clogged up. The animal is very susceptible to disease when in such condition, and during hot weather they show signs of fever and lassitude. In fact, high-bred animals have become sick and weak simply through continued forcing or concentrated food, and they recover their normal strength only when their sickness deprives their system of the strain which the food caused.

The true method is to adopt good feeding. Some breeders who know the exact influence of every pound of food upon their cattle can afford to practice high feeding, but the average farmer and dairyman should limit himself to the more conservative line. Good feeding is the happy medium between forcing and neglect. It consists of good food properly concentrated and mixed, and fed in amounts which keep the animal up to its highest normal mark, and not overtax the producing powers. This will not clog up the system, nor force plenty of milk and cream from her this season and nearly ruin her for the next. It will also keep the cows in such excellent condition through the heated term that sickness and fever will seldom reduce their milk supply.

**THE FARMER'S INTEREST IN GOOD ROADS.**

In five years time, says Edgar L. Wakeman, I have tramped along 3000 miles of British roads. Each time I step my feet upon their broad, firm, even surface, every drop of American blood in me tingles with shame at the thought of the mud pikes and bottomless road sloughs of our own splendid country—rich, great and strong enough to match the roads of Europe without a week's delay. And yet for five months out of every year, and in a lesser degree for the other seven, half of the people of the farming communities are imprisoned and impoverished helplessly at home. As one result, the people of the whole country pay, in an indirect road-tax, through annual sharp advances on all food necessities of life, all of which the farmers lose, a sum each year enormous enough to maintain as superb roads as England anywhere possesses, around every section of cultivable land in the entire United States.

**DRINKING COLD WATER IN WINTER.**

Farmers are slowly learning the folly of turning stock out for water in the storms and cold of our severe winters. The lesson was forced upon me by not getting a well dug as I had planned in the fall. Having a well in an adjoining building, the cattle were watered in the barn and have been ever since. It is cruel to drive cows out in winter, and they must be driven out, for they will suffer before they will leave warm winter quarters for the water they need, neither will they drink when out as much as they would if they were comfortable and the water of the right temperature. When they return they are cold, and their once warm quarters have also become chilled by the opening of doors, and much time and feed is required to restore the loss of heat. In warm sunny days I let my cattle out when it is a pleasure to them.—[Mirror and Farmer.]

**HYGIENE OF THE ORCHARD.**

It is a safe rule, whenever a crop is gathered, to clear off the remnants and destroy them as completely as possible. Every dead branch and twig should be cut and with the other rubbish, hauled out and burned. The ashes will make a good fertilizer. Rubbish is never a source of advantage and may be the exact contrary in many instances. Never leave an old wood pile in or near an orchard, especially if the wood is of the same kind as the orchard trees. Fallen fruit should always be destroyed. Where this is systematically done, there would soon be no further complaint of curculio and less of codling moth. The fruit should be fed to hogs, buried deeply, burned with quick lime, or disposed of in some other way that will prevent its maturing the contained insects.

**"WHAT NEWS?" IN MID-OCEAN.**

[The incident here related occurred just at the close of the war for the Union, during the homeward passage from the Chinese coast of one of the famous "tea clipper" sailing ships.] Early one morning the mate was startled by the cry from aloft, "Black smoke ahead, sir!" A big steamer standing to the southward. The captain was called, and in a trice the glass to his eye, he took a long look at the stranger who had pushed so suddenly out of the early mist hanging low upon the horizon.

Whatever her character, we had but little chance of escape, if she had rifled guns. Many a glance of apprehension was directed toward the somber hull and pair of sloping smokestacks with the twisting smoke trending far astern.

"Show him our colors, sir! Bend on the ensign; we may as well be hung for a sheep as a lamb. If that fellow is a rebel, the sooner we know it the better!" exclaimed the captain somewhat excitedly to the mate.

It was close upon six bells (seven o'clock) when the steamer revealed her nationality. We fairly yelled as the blood-red cross of St. George danced up aloft from the steamer's signal-halvards. She was evidently a troop-ship bound for the Cape, a trifle out of her course, but we did not stop to consider that.

She was too far distant to speak, but in obedience to a gesture from the captain, the mate emptied a bag of gaily colored signals on deck; and the boys were called aft to man the halyards and lend a hand to bind on the magic flags. Upward fluttered the parti-colored bits of bunting, glasses were leveled, and breathless expectancy marked the sunburnt features of the clipper's crew; for the inquiry flying from our mizenroyal-mast was, "What news of the American war?"

The flash of foam cast up by the huge propeller greeted our straining vision, the great steamer glided onward, but no responsive signals gladdened the anxious hearts of those yearning to hear news from home. With a passionate exclamation of disappointment the captain closed the joints of his long glass with a savage snap, saying, as he turned away, "He hasn't our code. It's no use."

"Look at that!" suddenly exclaimed the mate, pointing. "What is he going to do?"

"He is coming about," shouted the captain, his bronzed features fairly paling. "Can it be possible he has played us a trick, and is the Alabama? Stand by, all hands, for—"

A deep blast of the steam-whistle rumbled over the flashing waters, followed by a number of quick toots as the steamer ranged to leeward; then an expanse of white canvas was lowered over the side. Glasses was directed upon that bright patch amidships, upon which dark lines could be discerned with the naked eye. The glass showed these were letters.

"Have it!" shouted the captain, leaping excitedly into the rigging. "Spread the news fore and aft? It says, 'The American conflict is over! Davis a fugitive'—and what's that? Heavens, no—yes—'Lincoln killed!'" "Strike the colors half-mast, sir," continued the captain to the mate, in a subdued tone. Then he added, "Hoist the signal, 'thank you' to the steamer."

At that moment the rich full tones of a regimental band were wafted across the heaving swells, and many an eye glistened with emotion as the well-known strains of "Hail Columbia" were faintly heard. The steamer slowly fell off, while, as if actuated by one impulse, officers and men sprang into the weather rigging, giving three times three and waving their hats in return for the kindness of the courteous Englishman.

The Stars and Stripes were dipped three times, the hoarse whistle rang out in return, the "Meteor flag" slowly and majestically returned the salute, and the greeting in mid-ocean was over.

"The commander of that craft is a gentleman—every inch of him!" was the admiring remark of the mate as glanced astern at the fast-fading troop-ship.

There was deep mourning throughout the ship, for our delight in victory and peace was at first overcome by the sorrowful tidings of the death of the beloved President. There was no other news until we hove for a pilot off Barnegat, and he brought a file of papers which gave us full news of the surrender at Appomattox, and told how the great Lincoln had been assassinated.—[Capt. H. D. Smith, U.S.N., in August St. Nicholas.]

**New Advertisements.****Like a Statue**

Colorless, Emaciated, Helpless.

**A Complete Cure by HOOD'S SARSAPARILLA.**

This is from Mr. D. M. Jordan, a retired farmer, and one of the most respected citizens of Otsego, N. Y.:

"Fourteen years ago I had an attack of the gravel, and have since been troubled with it. I gradually growing worse. Three years ago I got down so low that I could scarcely walk. I looked more like a corpse than a living being. I had no appetite and for five weeks ate nothing but gruel. I was badly emaciated and had no more color than a marble statue. Hood's Sarsaparilla was recommended and I thought I would try it. Before I had finished the first bottle I noticed that I felt better, suffered less, the inflammation of the bladder had subsided, the color began to return to my face, and I began to feel hungry. After I had taken three bottles I could eat anything without hurting me. Why I got so hungry that I had to eat 5 times a day. I have now fully recovered, thanks to

**HOOD'S SARSAPARILLA**  
I feel well and am well. All who know me marvel to see me so well." D. M. JORDAN.

**HOOD'S PILLS** are the best after-dinner pills, assist digestion, cure headache and biliousness.

**FOR SALE.****TWO-TENEMENT HOUSE IN SUMMERVILLE**

Two-tenement house in Summerville. This house is new, being built this year, and is a valuable piece of property. For information inquire on the premises.  
D. S. ROBBINS,  
65 Concord Avenue, Summerville.

**Do You Chew?**

THEN GET THE  
BEST  
WHICH IS  
FINZER'S  
OLD  
HONESTY.

Genuine has a red H tin tag on every plug.

OLD HONESTY is acknowledged to be the purest and most lasting piece of Standard Chewing Tobacco on the market. Trying it is a better way than to talk about it. Give it a fair trial. Your dealer has it.

JNO. FINZER & BROTHERS  
LOUISVILLE, KY.

LYNDON INSTITUTE  
—AND—  
COMMERCIAL COLLEGE.

The first term of the school year will begin Tuesday, August 30, 1892. No better preparatory school in Northern New England. Best Business College in the State. Boarding accommodations first class. For particulars see catalogue.  
I. W. SANBORN, Secretary.  
Lyndonville, Vt., Aug. 9, 1892.

ST. JOHNSBURY AND  
LAKE CHAMPLAIN R. R.

Summer Arrangement, June 27, 1892.

**Trains Leave St. Johnsbury.**  
GOING WEST.  
For Danville, West Danville, Walden, Greensboro, East Hardwick, Hardwick, Morrisville and Hyde Park, 7:35 a. m., 3:20 p. m., and 8:05 p. m.  
For Johnson, Cambridge Junction, Burlington, Fletcher, Fairfield, Shelburne, Highgate and Swanton, 7:35 a. m., 3:20 p. m.  
For Stanbridge, St. John, and Montreal via East Swanton, 3:20 p. m.

GOING EAST.  
For East St. Johnsbury, North Concord, Miles Pond and Lunenburg, 2:30 a. m., 2:50 p. m., 4:50 p. m., and 8:10 p. m. (mixed).  
For Whitefield, Fryburg, Crawford, Glen, North Conway, Fryburg, Portland, Brunswick, Lewiston, Augusta, Waterville, Bangor and St. John, 2:30 a. m., 7 a. m., 2:50 p. m.  
For Boston via North Conway, 2:30 a. m., 7 a. m.

H. E. FOLSOM, Supt. D. J. FLANDERS, Gen. Pass. Agt.

BOSTON & MAINE R. R.  
PASSENGER DIVISION

SUMMER ARRANGEMENT, JUNE 27, 1891.

**Trains Leave St. Johnsbury.**  
GOING SOUTH.  
For Concord, Manchester, Nashua, Lowell and Boston via White River Junction, 12:40 a. m., 8:56 a. m., 9:45 a. m., Arriving at Boston, 8:05 a. m., and 4:55 p. m.  
For Concord, Manchester, Nashua, Lowell and Boston via Wells River and Plymouth, 1:40 a. m., 8:56 a. m., 9:45 a. m., 2:34 p. m., Arriving at Boston, 8:15 a. m., 4:55 p. m., 8:55 p. m.  
For Bellows Falls, Northampton, Springfield, Hartford, New Haven and New York, 12:40 a. m., 8:56 a. m., and 9:45 a. m.  
For Newbury, Bradford, Fairlee, Thetford, Norwich and White River Junction, 12:40 a. m., 8:56 a. m., and 9:45 a. m.  
For Passumpsic, Barnet and Melndoes, 8:56 a. m., and 5:54 p. m. and 10:10 p. m.  
For Wells River, 12:40 a. m., 1:40 a. m., 8:56 a. m., 9:45 a. m., 2:34 p. m., 5:54 p. m., 10:10 p. m. (mixed).

GOING NORTH.  
For Lyndonville and Newfort, 2:22 a. m., 3:15 a. m., 10:45 a. m., 3:13 p. m., 4:27 p. m., 8:00 p. m.  
For West Burke, Barton and Barton Landing, 3:15 a. m., 10:45 a. m., 4:27 p. m., 8:00 p. m.  
For Stanstead and Derby Line, Massawippi, North Hatley, Lennoxville and Sherbrooke, 3:15 a. m., 10:45 a. m., 8:00 p. m.  
For Quebec via Sherbrooke and Grand Trunk Ry., 3:15 a. m., 8:00 p. m.  
For Quebec via Sherbrooke and Quebec Central Ry., 3:15 a. m., 8:00 p. m.  
For Montreal via Sherbrooke and Grand Trunk Ry., 3:15 a. m., 8:00 p. m.  
For Montreal via Newport and Canadian Pacific Ry., 2:22 a. m., 3:13 p. m.  
J. W. SANBORN, D. J. FLANDERS, Acting Gen. Man. Gen. Pass. Agt.  
H. E. FOLSOM, Div. Supt.

CONCORD & MONTREAL R. R.  
June 27, 1892.

Passenger Service  
from St. Johnsbury.

For Woodville, Plymouth, Laconia, Tilton, Concord, Manchester, Nashua, Lowell and Boston, 1:40 (ex.), 8:56 a. m., 2:34 (ex.) p. m. Arrive Boston 8:05 a. m., 4:55, 8:55 p. m.  
Sundays 1:40 a. m., arrive Boston 8:05 a. m.  
The 1:40 a. m. train (daily) has through passenger and sleeping car.  
For St. Johnsbury via Plymouth and Wells River.

Leave Boston 9:00 (ex.) a. m., 1:15, 7:15 (ex.) p. m. Sundays 7:15 p. m.  
Leave Lowell 9:45 (ex.) a. m., 1:58, 7:58 (ex.) p. m. Sundays 7:58 p. m.  
Leave Nashua 10:12 (ex.) a. m., 2:25, 8:30 (ex.) p. m. Sundays 8:30 p. m.  
Leave Manchester 10:41 (ex.) a. m., 2:51, 9:03 (ex.) p. m. Sundays 9:03 p. m.  
Leave Concord 11:18 (ex.) a. m., 3:25, 9:40 (ex.) p. m. Sundays 9:40 p. m.  
Arr. St. Johnsbury 3:15 p. m., 8:00 a. m., 2:17 a. m.  
The 9 a. m. train from Boston week days and the 7:15 p. m. train (daily) have passenger and sleeping cars.  
T. A. MacKINNON, E. F. MANN, Supt.  
F. E. BROWN, G. P. and T. A.

MAINE CENTRAL R. R.  
Through the White Mountains

To Lancaster, Colebrook, North Conway, Boston, Portland, Lewiston, Bangor, Bar Harbor and St. John.

On and after June 27, 1892.

St. Johnsbury 2:30 a. m., 7:00 a. m., 2:50 p. m.  
Lunenburg 4:00 7:55 3:35  
Fabyans 4:45 8:50 4:50

Trains Arrive  
No. Conway 6:15 a. m., 10:10 a. m., 6:10 p. m.  
Boston 1:05 p. m., 3:30 p. m., 8:15 p. m.  
Portland 8:15 a. m., 12:15 8:15 p. m.  
Lewiston 9:36 a. m., 2:33 1:25 a. m.  
Bangor 3:05 p. m., 4:50 4:45  
Bar Harbor 5:45 7:15 8:15  
St. John 10:00 5:30 a. m., 12:50 p. m.  
Trains arrive at St. Johnsbury from Boston, Portland, Lewiston, Augusta, North Conway and White Mountain Resorts 2:35, 6:30 p. m., and 12 midnight. From Bangor, Bar Harbor, Boston and all points east 6:30 p. m., and 12 midnight.  
PAYSON TUCKER, V. P. & Gen. Mgr.  
F. E. BOOTHBY, G. P. & T. A.

**The Only Trouble Ranges**

WITH MY LINE OF

Is that I have bought so many that I have not half room enough in which to display them, and some of them  
**MUST - BE - SOLD - IMMEDIATELY.**

If you want to see the finest lot of

**Ranges And Wood Cook Stoves**

In this part of the state, come in, and if you really want one, bring the cash with you, and I will sell it to you at a price that will warrant you in hiring the money for six months. Try it, and see.

CHAS. P. CARPENTER,  
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We are offering all Wool Suits

Former Price \$32.00

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Splendid Value.

**\$5 All Wool Pants \$6**

Better Quality \$7 to \$9. It will pay you to look.

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Insurance Companies Representing Assets of \$85,584,638.

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We also sell the celebrated Whiting Papers and Envelopes in all the new styles of wave, laid, vellum, linens, etc., etc. Also the M. & H. fine writing tablets in all grades with envelopes to match.

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Upon good and poor investments depend riches and poverty. While the chance is past to make a fortune out of the Bell Telephone stock, other valuable inventions offer golden opportunities. The application of the penny-in-the-slot principle to furnish a necessity has solved a problem long considered by railroads, steamboats, managers of public buildings, etc., and led to the organization of a company controlling valuable patents in U. S., England, France, Germany, Belgium, Italy, Canada. A block of stock just offered the public is being rapidly taken by some of the best financiers and most prominent men in Vermont, New Hampshire, and Massachusetts and for full particulars, and undoubtedly by names of stockholders near you can be furnished for reference.

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**TRY****HOWARD'S PAINLESS CORN CURE**

Howard's Water Proof Fluid Court Plaster  
That will not wash off. For sale by  
O. B. CUTTING, - Druggist.  
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Is running full time and gaining friends by promptness and fine work. Goods collected and delivered free of charge. Laundry open every evening except Wednesday. Bundles or work left at John A. Moore's store will receive prompt attention. Everybody invited to give us a call any Tuesday, Wednesday or Thursday and bring us a bundle.

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**Of Interest to Dairymen.**

To those who think of buying a creamery we would be pleased to have them investigate the merits of the

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**Automatic Creamery,**  
before buying any other. Thousands of Separators in use. All Creameries are warranted to be just as represented or no sale.

To the Barden Creamery Co.  
Having been using one of your creameries I can say it does all that is claimed for it. I could not be induced to get along without it. As long as I keep a dairy I can make more butter with less work in caring for the milk. I can churn from 20 to 30 minutes.  
LYMAN STEVENS, Danville, Vt.

To the Barden Automatic Creamery Co.  
I can say that it works much better than I expected. It makes more butter with less than half the cost. I would not have it taken out for \$100 if I could not get another. It churns in 30 minutes or less.  
H. D. PIERCE.

C. E. Kirk, Agent.  
When you and Mr. Barden came here last fall to sell me a creamery I told you I had been thinking for some time about changing from the large pans to a creamery but had not seen one that suited me. I then looked over the Barden and told you I thought it was just what I wanted, and now after over two months trial I know it is. The workmanship and action are perfect and it does its own skimming. There is no lifting of cans nor gearing to fuss with. I think the difference in the quantity and quality of my butter will more than pay for it this year to say nothing of the saving of labor which my wife begins to think is no small item.  
TRA G. SMITH.

East St. Johnsbury, Jan. 8.  
For catalogue, price list or other information address,  
**The Barden Cream Separator Co.,**  
Middle Granville, N. Y.,  
Or CHARLES E. KIRK, Agent,  
St. Johnsbury, Vt.

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Our facilities for cleaning carpets are superior to any other in this section. Our new machine the work is done much better than by hand. We will take up, clean and relay your entire house carpet at short notice, furnishing reliable and expert layers.  
If any carpets come back improperly cleaned we will do the work over again. We are bound to please our customers.  
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A competent girl wanted for general housework including cooking and washing. Enquire at this office.

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